

of Canada Manpower areas. These allocation figures were in turn converted to a constituency base. They were then further modified to take in potential man hours of unemployment as proposed in the project submissions themselves. That is the official explanation of the officials of the Local Initiatives Program.

If the above explanation did indeed fully account for the methodology employed, then it is hardly likely that the constituency of Winnipeg South, that of the Minister of National Defence (Mr. Richardson), would reasonably qualify for its accorded allocation either in terms of local employment rate or size of population as a percentage of provincial population or both. It is the second largest allocation in the province of Manitoba. The largest allocation of local initiative grants was made to the hon. member for Winnipeg North Centre (Mr. Knowles). He represents the core area of Winnipeg where the largest population of the poor and under-privileged is located. That is just. However, the Minister of National Defence represents what is probably the richest constituency in the province.

I have attempted to convert the Canada Manpower Centre figures to the constituencies and that is impossible. I have attempted to convert the Department of Regional Economic Expansion designated and specified areas to constituencies and that is virtually impossible. As a matter of fact, I placed a question on the order paper and the Department of Regional Economic Expansion cannot supply the answer with respect to how many constituencies fall within designated or special areas. I attempted to relate the amounts allocated to the native population within a constituency and that proved to be impossible. I am not going to allege that patronage was involved in the allocation of the local initiative project funds. I really cannot do that when I consider that Winnipeg South, which is the richest constituency in the province, has received the second largest allocation of grants, second to Winnipeg North Centre, a constituency represented by one of my colleagues. The lowest per capita grant in the province went to St. Boniface—

Mr. Deputy Speaker: Order. I regret to interrupt the hon. member but the time allotted to him has expired.

Hon. Warren Allmand (Solicitor General): Mr. Speaker, according to the Minister of Manpower and Immigration (Mr. Andras), as stated by him in the House and before the miscellaneous estimates committee, the first stage in the implementation of the objectives of the local initiatives program was to allocate funds to the provinces and territories in the same proportion as in 1972-73. The 1972-73 allocation was based on historical seasonal unemployment patterns. Especially in urban constituencies, statistics on unemployment by constituency are not maintained.

However, there are operational records measuring the number of persons without employment who are registered at Canada Manpower Centres. As an intermediate step, therefore, an allocation was made to CMC areas, based on the total number of people unemployed in each CMC area during the first quarter of 1973.

Adjournment Debate

ROYAL CANADIAN MOUNTED POLICE—CHARGES AGAINST MEMBERS WORKING AT MALTON AIRPORT—REQUEST FOR INVESTIGATION

Mr. Don Blenkarn (Mississauga): Mr. Speaker, on November 6 last I asked certain questions of the Solicitor General (Mr. Allmand) and the Minister of Transport (Mr. Marchand) in relation to problems that the Royal Canadian Mounted Police seemed to be having in connection with the taxi business at Toronto international airport. I have been in touch with the Minister of Transport about the matter on many occasions, but the matter has now become serious for the Royal Canadian Mounted Police. This is the police force that represents some of the highest ideals of Canadians and which is becoming involved in disciplining taxi drivers at the airport, creating an impossible situation for a police department to handle.

The problem results from a judgment of His Honour Judge Shapiro of the county court of the county of Peel given last year, as a result of which the authority of the town of Mississauga to licence taxis doing business at Toronto international airport was removed. As a result of this, if you, Mr. Speaker, were to decide tonight to drive to Toronto international airport, you, too, could become a taxi driver without being asked to take out a licence and would be able to pick up a fare. All you would need to do to operate legally is to put 25 cents into what is called the "spitter"; this would satisfy the Minister of Transport and you could pick up passengers. In addition, you could surcharge any fare as you felt was desirable, and it would not be necessary for you to have a meter. Nor would it be necessary for you to carry insurance on your vehicle. Indeed, it would not even be necessary for you to demonstrate that your vehicle was roadworthy. As I say, all you would need to do is to pay 25 cents to the "spitter"; you would then get in the lineup like anybody else. Of course, when you have people who are legitimate taxi drivers and have spent a great deal of money buying a licence and a proper vehicle, and anybody and his brother is allowed to get into the lineup, then you have a problem. The problem has arisen because of no licensing, no regulation and no control. People are cruising and picking up passengers.

The RCMP, who are trying to police the airport, have had an impossible situation to deal with. They have had to arrest and charge people who are trying to earn a living. The whole situation has become so serious that one member of parliament I can mention, the hon. member for York-Simcoe (Mr. Stevens), has spoken to me about the problem he had in getting a cab at the airport. He told me he wanted to get over to the Cara Inn but could not get a cab because the fare was only a dollar or so; therefore he had to walk and carry his bag to the Cara Inn.

The Minister of Transport has refused to attempt realistically to regulate the taxi industry at Toronto international airport. In spite of pressure from the industry and repeated complaints not only by myself but by other members of this House, the minister has in effect abandoned his responsibility to police and to organize public transportation at the largest airport in this country. I suggest there is a hands-off policy or an "I don't care" policy. The result is that Charterway Service, which runs the limousine service at the airport, will probably very